

**ANNUAL REPORT**

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**PUBLIC SERVICE  
COMMISSION**

**JULY 1, 1952 -- JUNE 30, 1953**



LETTER OF TRANSMITTAL

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To His Excellency, Phil M. Donnelly,  
Governor of Missouri.

Dear Sir:

Pursuant to Section 5594, R. S. Mo., 1939, we have the honor to submit herewith the Annual Report of the Public Service Commission of the State of Missouri, which said report contains a full and complete account of its transactions and proceedings for the period from July 1, 1952, to June 30, 1953, inclusive.

Respectfully submitted,

By

Thyre W. Burton  
Chairman

Charles L. Henson  
Commissioner

D. M. Linstock  
Commissioner

Henry McKay Cary  
Commissioner

Frank Coeier  
Commissioner

MISSOURI PUBLIC SERVICE COMMISSION

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TYRE E. BURTON, Chairman .....Fayette  
CHARLES L. HENSON, Commissioner .....Springfield  
E. L. McCLINTOCK, Commissioner .....Cape Girardeau  
HENRY McKAY CARY, Commissioner .....Carrollton  
FRANK COLLIER, Commissioner .....Mountain Grove

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MARVIN P. MOORE, Secretary .....Fulton  
THOMAS A. JOHNSON, General Counsel.....Neosho  
R. E. DUFFY, Chief Engineer.....Greenfield  
HOMER L. THORP, Chief Accountant.....Shelbyville  
GEORGE G. FOX, Chief Rate Expert.....Springfield  
CARLE R. NEWBERRY, Supervisor of Motor Bus and Truck  
Department.....Jefferson City

## HEADQUARTERS AND PERSONNEL

The headquarters of the Public Service Commission are located on the 9th and 10th floors of the Jefferson Building, Corner Jefferson Street and Capitol Avenue, Jefferson City, Missouri.

The Commission has succeeded in its determined effort to eliminate delay and make its docket entirely current. Unless the case be one in the nature of a complete audit and appraisal of a utility, or one which requires a great deal of field work, or is awaiting the filing of briefs, it can be heard and the report and order issued within less than thirty days after the case is filed.

In very urgent matters, where proper waivers on notices of hearing are filed, the case can be filed, heard, and the report and order issued on the same date.

The employees of the Commission are all specially trained for the position which they now hold. Some have been with the Commission for a considerable number of years and several have attained statewide and nationwide recognition in their fields of work.

## LEGAL DEPARTMENT

### Personnel

During the past fiscal year from July 1, 1952, to June 30, 1953, the personnel of the Legal Department has consisted of the General Counsel, the Assistant General Counsel, an Attorney-Examiner, and three legal stenographer-secretaries. On August 11, 1952, the General Counsel, Tyre W. Burton, was appointed as Chairman of the Commission and Thomas A. Johnson was appointed to fill the vacancy thus created.

### Duties and Work

The work of the Department during the past fiscal year has followed along generally established lines, conferring with the Commissioners and the technical staff and advising them upon the legal problems that arise in the daily routine of the work. The General Counsel with his assistants has discharged the duties imposed upon him by the statutes requiring that he give opinions and advice to the public as to their rights under the Missouri Public Service Commission Law and the legal methods and procedures pertaining to the same. Numerous individuals, or their attorneys, as well as various public officials have conferred with the Department and have been given advice and opinions with respect to the matters within the scope of its prescribed functions. The Department has worked and advised with other agencies and departments of the state government. Various problems concerning the enforcement of the Bus and Truck Act by the State Highway Patrol have arisen during the

past year, and advice and opinions concerning these matters have been given to the patrol. As in past years, consideration has been given to various reciprocity contracts between this and other states regarding the license fees on vehicle and motor carriers operating in interstate commerce. These contracts are continually being studied and revised and occasional conferences are held with officials of other states in order to further the purpose and intent of said contracts.

In addition to the foregoing, the staff attorneys have assisted the Commission by acting as hearing examiners. These individuals have heard many cases in the past year, which has helped the Commission dispose of the cases on its crowded docket in a prompt and orderly manner. In addition to presiding at such hearings, the examiners prepare a suggested Report and Order in each case. These are submitted to the Commission for consideration, with any changes found necessary being made before they are issued as orders of the Commission.

It is the duty of the Legal Department of the Commission to represent the general public in all rate and valuation cases heard by the Commission. During the past fiscal year, numerous rate and valuation cases have been before the Commission. In all such cases the Department has appeared on behalf of the general public and, in cooperation with the technical staff, has presented all available facts and information to the Commission. It has also appeared in all other cases before the Commission wherein an issue



in interstate commerce, and to recommend to the Interstate Commerce Commission the action to be taken thereon.

In addition to all of the foregoing, the Department has represented the Commission in all litigation in the courts wherein the Commission was a party or had an interest on behalf of the consumers of public utility services in this State. The cases handled by the Department in the course of the past fiscal year are too numerous to mention. These cases have involved interpretations of both the Bus and Truck Act relating to motor carriers and the Public Service Commission Act relating to other types of public utilities. In each of these cases, the Department has presented to the courts the Commission's views with respect thereto and it has vigorously prosecuted such litigation to its final conclusion.



## ACCOUNTING AND STATISTICAL DEPARTMENT

The Department is delegated with the responsibility of assisting the Commission in matters regarding valuations of utility properties for rate making purposes, security issues, reorganizations, consolidations, and property acquisitions by operating utilities. It is represented and presents evidences at hearings in which these matters are involved. It also conducts audits and investigations of various public utilities, in order to develop and present information which will enable the Commission to be informed of the actual conditions when passing upon a case involving any of the matters previously mentioned.

Other duties consist of the supervision of the accounting of all the utilities in the state, which are subject to the jurisdiction of the Commission, including annual reports from each utility of its operations, which is filed in the department as a public record. The department also assists in the preparation of the budget for each fiscal year, and maintains current records of the expenditures, and periodically advises the Commission as to the current status of each appropriation. In addition, by the application of Section 386.370 of the Public Service Commission Law, which sets forth the method of assessing various classes of public utility companies by the Commission for the expenses incurred each fiscal year attributable to the exercise of its regulatory power, the department has been directed by the Commission to calculate the

exact amount of the assessment against each public utility company, in accordance with the provisions of the Act.

### Personnel

The personnel of the Department at June 30, 1953, consists of the Chief Accountant, eleven Accountants, and two Senior Stenographers.

### Audit and Special Studies

With the exception of the Chief Accountant and the general office staff, the balance of the personnel of the Department perform their duties in the field, auditing the books and records of the various utility companies. The purpose of these audits is to determine the original cost of utility property, operating revenues and expenses and net operating income applicable thereto, and the utility's capitalization, for the use of the Commission in any valuation or rate case which may be before it, and for any other purpose which the Commission might deem proper under the circumstances. Special Studies are also made from time to time by members of the Department for the purpose of inquiring as to the adequacy, or inadequacy, of the net operating income of the utility under review, based on its existing rate structure.

During the fiscal year the largest and most important cases in which the Department was involved were, the Southwestern Bell Telephone Company, and Laclede Gas Company. Involved in the above cases were the determination of original cost and the examination of operating revenues and expenses.

Also, during the year the Commission received numerous applications from independent telephone companies asking for authority to increase their charges for telephone service, largely because of the rapidly increasing costs of operation. In order to expedite the many applications for increase in telephone rates, two of our field accountants have been assigned to audit and make an investigation of the books and records and report the findings to this Department so that prompt action may be taken. Audits and investigations were completed during the fiscal year of a number of these independent telephone companies seeking relief, and the cases have been disposed of by the Commission.

During the fiscal year the Accountant who was assigned permanently to the handling of accounting matters of bus and truck companies operating intrastate under the Commission's jurisdiction made sixty-five calls on various carriers. Upon receipt of the annual and quarterly reports of the various motor carriers they were immediately checked and any irregularities and omissions noted were called to the carriers attention with a request that corrected copies of the reports be filed.

During the year 1953 a total of 450 annual reports and 1,800 quarterly reports were filed by the various Motor Carriers. While the duties performed by this accountant are not entirely in the nature of audits he supervises the accounting methods and practices of these companies for the purpose of improving their accounting records and reports to the Commission, and to bring

them in line with the Commission's requirements. Also, this accountant is available for obtaining necessary accounting and statistical data relative to the various motor carrier operations, as might be required by the Commission from time to time in passing upon the requests of various carrier groups for increased rates.

Other studies were made throughout the period in connection with the various problems which arose, and which required more information than was in the offices of the Commission.

### Security Issues

During the fiscal year the amount of security issues authorized was \$148,425,798.08 or an increase of 7.75% over the amount authorized in the preceding fiscal year. Of this amount \$177,717.61 was for the purpose of refunding outstanding securities and \$148,248,080.47 was for new money obtained for the acquisition, construction, completion, extension and improvement of the services of the various utility companies. The amount of refunding issues showed a decrease of 95.53% under the amount authorized in the previous fiscal year and the new money authorized showed an increase of 10.82% for the same period.

The fact that Missouri public utility companies were able to obtain their capital requirements during the past year reflects to some degree the sound financial condition of these companies and their good credit rating. This is further justification for the continuance by the Commission of its policy of careful scrutiny of all proposed security issues, with the view of improvement in

corporate structures and in increasing the margin of safety to investors.

The following table shows the securities authorized during the period from July 1, 1952, to June 30, 1953, inclusive:-

SECURITIES AUTHORIZED JULY 1, 1952 to JUNE 30, 1953

<u>DATE OF AUTHORITY</u>	<u>CASE NO.</u>	<u>COMPANY</u>	<u>KIND OF SECURITIES</u>	<u>REFUNDING</u>	<u>TOTAL VALUE</u>
July 17, 1952	12,381	Arkansas-Missouri Power Company	Debentures		\$ 1,107,000.00
July 18, 1952	12,379	Jamestown Telephone Company	Note		3,000.00
July 25, 1952	12,348	Warrenton Telephone Company	Preferred Stock		20,000.00
July 25, 1952	12,348	Warrenton Telephone Company, Inc.	Common Stock		14,460.93
Oct. 15, 1952	12,434	Gas Service Company	Notes		7,500,000.00
Oct. 17, 1952	12,429	Missouri Public Service Company	Debentures		1,500,000.00
Nov. 26, 1952	12,455	Panhandle Eastern Pipe Line Company	Common Stock		513,519.00
Nov. 21, 1952	12,457	Capital City Telephone Company	Common Stock		160,263.81
Dec. 1, 1952	12,433	Diamond Telephone Company	Note		1,500.00
Dec. 8, 1952	11,237	St. Louis County Water Company	Bonds		3,000,000.00
Dec. 8, 1952	12,464	Southwestern Bell Telephone Company	Common Stock		65,000,000.00
Dec. 23, 1952	12,207	St. Charles Gas Company	Note	167,717.61	430,000.00
Dec. 23, 1952	12,207	St. Charles Gas Company	Note		42,000.00
Dec. 23, 1952	12,207	St. Charles Gas Company	Common Stock		100,000.00
Jan. 5, 1953	12,468	Kansas City Power & Light Company	Bonds		12,000,000.00
Jan. 15, 1953	12,461	Union Electric Company of Missouri	Notes		20,000,000.00
Feb. 4, 1953	T-11,668	Plaza Express Company, Inc.	Preferred Stock		210,000.00
Feb. 27, 1953	12,447	Seneca Telephone Company	Common Stock		46,138.91
Feb. 27, 1953	12,446	Seneca Telephone Company	Note		75,000.00
Mar. 27, 1953	12,474	Steelville Telephone Exchange, Inc.	Note		503,000.00
Mar. 27, 1953	12,474	Steelville Telephone Exchange, Inc.	Common Stock		20,000.00
Mar. 27, 1953	12,474	Steelville Telephone Exchange, Inc.	Preferred Stock		80,000.00
Mar. 27, 1953	12,512	St. Louis Public Service Company	Note		1,800,000.00
Mar. 9, 1953	12,492	Citizens Electric Corporation	Note		250,000.00
Mar. 9, 1953	12,496	Wright City and Jonesburg Telephone Company	Common Stock		14,626.48
Mar. 30, 1953	12,521	Citizens Telephone Company	Common Stock	10,000.00	100,000.00
Mar. 30, 1953	12,521	Citizens Telephone Company	Preferred Stock		50,000.00
Apr. 21, 1953	12,470	Cassville Rural Telephone Company	Common Stock		40,418.59
Apr. 21, 1953	12,470	Cassville Rural Telephone Company	Preferred Stock		50,000.00
Apr. 21, 1953	12,493	Auxvasse Telephone Company, Inc.	Common Stock		6,880.36
Apr. 22, 1953	12,521	Citizens Telephone Company of Higginsville Missouri	Preferred Stock		10,000.00
Apr. 23, 1953	12,558	Arkansas Missouri Power Company	Preferred Stock		1,000,000.00
Apr. 23, 1953	12,558	Arkansas Missouri Power Company	Common Stock		237,065.00
May 21, 1953	12,574	Consumers Public Service Company	Bonds		150,000.00
May 26, 1953	12,576	Missouri Public Service Company	Preferred Stock		1,500,000.00
May 26, 1953	12,576	Gas Service Company	Common Stock		6,500,000.00

June 1, 1953	12,541	Grand River Mutual Telephone Corporation	Notes	\$ 1,156,000.
June 1, 1953	12,541	Grand River Mutual Telephone Corporation	Common Stock	100,000.
June 1, 1953	12,541	Grand River Mutual Telephone Corporation	Preferred Stock	225,000.
June 2, 1953	12,526	Auxvasse Telephone Company	Note	65,000.
June 15, 1953	12,602	Raytown Water Company	Bonds	150,000.
June 10, 1953	12,557	Green Hills Telephone Corporation	Common Stock	12,500.
June 10, 1953	12,557	Green Hills Telephone Corporation	Preferred Stock	112,500.
June 10, 1953	12,557	Green Hills Telephone Corporation	Note	253,000.
June 17, 1953	12,604	Citizens Telephone Company of Higginsville, Missouri	Note	240,000.
June 17, 1953	12,601	Inter-County Telephone Company	Note	90,000.
June 19, 1953	12,597	Western Light and Telephone Company	Preferred Stock	1,955,050.
June 30, 1953	12,580	Golden City Telephone Company	Common Stock	<u>11,875.</u>
		Total		<u>\$177,717.61</u> <u>\$148,425,798.</u>

RECAPITULATION

Common Stock	\$ 92,897,748.08
Preferred Stock	5,212,550.00
Bonds	15,300,000.00
Notes	32,408,500.00
Debentures	<u>2,607,000.00</u>
	\$148,425,798.08



## Annual Reports

Approximately 750 electric, gas, water, heating, telephone, telegraph, street railroad, railroad, sleeping car, express, and bus and truck companies filed annual reports with the Commission. These reports show each reporting utility's financial condition and operating results for the last calendar year. The reports are available for public inspection, and the information contained in them is used extensively by security holders, investment brokers, municipal and county officials, and interested public utilities and individuals.

The Department uses these reports in developing rates of return and earnings for the various companies under the Commission's jurisdiction. From time to time, statistical studies pertaining to various matters under review are also developed for the use of the Commission.

Too much emphasis cannot be placed upon the importance of obtaining this required annual report from each utility regardless of its size. Each year in the past, various small utilities have been delinquent in filing and the Department has been compelled by various means to advise them of their delinquency. In spite of these efforts, there were always a few utilities from which the Department was unable to obtain a report. For the calendar year, however, our efforts culminated in the filing of reports by practically all utilities so obligated. While the Public Service Commission Law grants the Commission the power to

assess a penalty for this failure, the Commission has never exercised this power, preferring instead by less severe methods to impress upon all utilities the importance of complying with this portion of the law. We feel the results of the past year justify this course of action.

#### Budget and Appropriations

The Department advises the Commission periodically as to the status of each of the appropriations under which it operates, and helps in the preparation of the budget request for each biennium. Current records are maintained in the Department recording the expenditures under the various appropriations and showing the free balance of each appropriation. All Commission expenditures are referred to the Department for the purpose of determining whether the expenditures contemplated can be made within the scope of the budget appropriation.

In accordance with the provisions of Section 386.370 Missouri Revised Statutes 1949, the Commission on June 16, 1953, entered its order in Case No. 11,110 Supplemental Order No. 6, in which it estimated the amount of its expenses for the current fiscal year payable under the provisions of this section at \$288,000. After crediting the various utilities with an unexpended balance from the preceding fiscal year of \$53,000, the Commission assessed each group in addition to the said unexpended sum as follows:-

(a)	railroad corporations . . . . .	\$40,000.00
(b)	street railroad corporations . . . . .	10,000.00
(c)	other common carriers . . . . . (Railway Express Company) . . . . .	250.00
(d)	electric corporations, gas corporations, water corporations, heating companies and telephone corporations. . . . .	184,500.00
(e)	telegraph corporations . . . . .	250.00
	Total	<u>\$235,000.00</u>

The amount of \$235,000 assessed against all utilities in the 1953-54 fiscal year was slightly higher than the amount assessed in the preceding fiscal year, due to the fact that a portion of the salaries of the five Commissioners and General Counsel are chargeable to this fund.

The Department in the same order was directed to calculate the amount of the assessment against each public utility in each group in proportion to its gross intrastate revenues for the preceding calendar year in relationship to the total for the group. The assessments so calculated were presented to the Secretary of the Commission who was directed to notify each utility on the amount assessed and the method by which payment should be made.

### Fees

During the fiscal year the fees collected exclusive of the Bus and Truck Department were as follows:

Authority Fees	\$23,124.50
Miscellaneous Earnings	<u>6,523.16</u>
Total	<u>\$29,647.66</u>

The fees collected for the current fiscal year of \$29,647.66 compares with \$36,898.31 collected in the preceding fiscal year. The slight decrease in fees collected as compared to the preceding fiscal year is due to a 1.99% decrease in authority fees and a 50.97% decrease in miscellaneous earnings. All authority fees and miscellaneous earnings collected revert directly to the State's General Revenue Fund and are not subject to expenditures by the Commission under appropriations.

#### Cooperation With Other Regulatory Commissions

During the fiscal year, cooperation was maintained with the Federal Power Commission, in connection with joint problems relative to various Missouri electric utilities; also, conferences were held between members of the Department and the Federal Communications Commission, regarding the treatment of accounting problems of Southwestern Bell Telephone Company including a study of procedures to be applied in separating telephone plant between inter and intra state operation. The Department has also cooperated with the Securities and Exchange Commission and Rural Electrification Administration in matters of mutual interest. The department has been called upon and furnished information, engaged in conferences, and cooperated with personnel of the Rural Telephone Association in connection with applications for government loans for rural telephone companies.

The Chief Accountant was a member of the Committee on Accounts and Statistics of the National Association of Railroad

and Utilities Commissioners, and in such capacity is frequently called upon to render opinions on current accounting problems brought to the attention of the Committee and of interest to the Commission.

### General

In addition to the previously outlined duties, the Department is constantly called upon for assistance and information by the general public, and, when not in conflict with the Commission's policy, such assistance and information is rendered. The Department also attempts to work in close cooperation with the other Departments of the Commission, and many of the results which have been achieved have been the result of cooperation and assistance from these Departments.

At the close of the fiscal year, the Department was still faced with the problem of ever increasing demands for the service of its personnel. Because of the increased operating costs, various classes of utilities are constantly petitioning the Commission for authority to file increased schedules of rates. Usually in such cases, the petitioner stresses the urgency of the situation and requests immediate remedial action. The Department is attempting and will continue to make the necessary studies as rapidly as physically possible.

## ENGINEERING DEPARTMENT

The work of the Engineering Department covers engineering problems coming before the Commission relating to railway, water, gas, electric, steam heating, telephone and telegraph utilities in the State. The department is made up of thirteen field and office men and three stenographers. The work covers generally, valuation, including cost and depreciation studies, the filing of tariffs; complaints and inquiries of service and railway service and safety.

### Railway Service and Safety

This requires work on problems of the following character:

1. Inspection of steam, diesel and electric properties.
2. Investigation to determine the necessity and safety of switch and side track connections.
3. All matters relating to the service offered by railroad companies at their stations.
4. Supervision of steam, diesel and electric railway crossing protection, signal systems and interlocking plants.
5. Investigation of accidents on steam, diesel and electric railroads.
6. Approval of plans in regard to clearances.
7. Drainage investigations.
8. Sanitation inspections.
9. Safe working conditions for employees of railroads.

The following tabulations shows the Commission's disposition of one hundred seventeen formal cases in this field which have come before the Commission and this department for examination:

### Railway Service

Discontinuance of Agency (granted)	9
Discontinuance of Agency (denied)	1
Stations Abandoned	5
Agency Closed	3
Install Caretaker	1
Discontinuance of Caretaker	2
Discontinuance of Express Agency (granted)	1
Discontinuance of Express Agency (denied)	1
Construct Spur or Switch Track	14
Construct Main Line Track	1
Abandon Track	4

### Railway Safety

Horizontal Clearance (granted)	13
Horizontal Clearance (denied)	1
Vertical Clearance (granted)	10
Interlocking Plans Approved	3
Flashing Light Plans Approved	8
Additional Tracks over Existing Crossings	16
Flashing Lights Installed	21
Flashing Light Installations (denied)	1
Flashing Lights & Gates Installed	9
Flashing Amber Warning Lights Installed by City	1
Protection Removed (Bell or Wig-wag Signal)	5*
Tracks Involved - Main	35
Tracks Involved - Spur	1

### Crossings

New Crossings Established (no protection)	22
Grade Crossing Applications (dismissed)	1
Crossings Closed	11
New Crossings Established (with protection)	7
Underpass (granted)	1
Underpass Abandonment	1
Underpass Reconstruction	1
Overhead (granted)	1
Overhead Abandonment	1
Overhead Reconstruction	3
Extension of Time for Construction (granted)	1
Extension of Time for Construction (denied)	1

\* Retired three obsolete crossing bells - one wig-wag signal and relocated one flashing light signal from a crossing to be closed to new relocated crossing.

In the interest of safety of the railway employees and others, field inspections were made. Many of the inspections dealt with the problems that were before the Commission in formal cases and other field inspections resulted in the complaints being adjusted at the time of the inspection, thereby eliminating several formal hearings.

In the following tables, there are set forth data derived from the reports in the Commission's files pertaining to eight hundred eight accidents on steam railroads in the State.



	<u>Killed</u>	<u>Injured</u>
Passengers	0	58
Employees	4	326
Trespassers	17	21
Non-Trespassers	<u>41</u>	<u>119</u>
Total	62	524

Accidents (no injury) 243

Total number of Accidents 808

Of the total eight hundred eight (808) accidents, one hundred seven (107) occurred at highway grade crossings. Thirty-three (33) of the accidents were caused by vehicles on the highway running into trains, while sixty-four (64) of the one hundred seven (107) accidents were caused by the railroad trains striking vehicles. There were ten (10) pedestrians struck at crossings. Ninety-nine (99) persons were injured and thirty-eight (38) persons lost their lives as a result of these accidents. Twenty-nine (29) of the one hundred seven (107) accidents occurred at protected crossings and seventy-eight (78) at unprotected crossings. Further study of the accident reports shows the following information as set out in the table on the following page.

<u>Time of Year</u>			
<u>MONTHS</u>	<u>No. of Accidents</u>	<u>No. Killed</u>	<u>No. Injured</u>
July, 1952	4	1	3
August, 1952	6	1	4
September, 1952	9	4	6
October, 1952	10	3	10
November, 1952	6	4	9
December, 1952	12	3	9
January, 1953	13	4	12
February, 1953	16	5	19
March, 1953	10	3	10
April, 1953	9	5	6
May, 1953	6	3	5
June, 1953	6	2	6
TOTAL	107	38	99

<u>Time of Day</u>			
<u>A.M.</u>	<u>No. of Accidents</u>	<u>P.M.</u>	<u>No. of Accidents</u>
12 to 1	0	12 to 1	7
1 to 2	3	1 to 2	4
2 to 3	3	2 to 3	5
3 to 4	2	3 to 4	1
4 to 5	1	4 to 5	6
5 to 6	0	5 to 6	7
6 to 7	7	6 to 7	6
7 to 8	12	7 to 8	2
8 to 9	5	8 to 9	2
9 to 10	8	9 to 10	6
10 to 11	11	10 to 11	2
11 to 12	4	11 to 12	3
TOTAL	56		51

Our records show that the number of accidents has remained about the same during the past few years and while the number of accidents is still quite large, our records show that progress has been made toward diminishing the hazard to the travel-

ing public and employees of the railroads by the installation of flashing lights, gates, construction of grade separations and the closing of hazardous grade crossings.

As in the past, members of the department, after contacting other interested parties, make field inspections of hazardous conditions at crossings and other safety violations. The railroad companies usually have a representative present when an investigation is made and corrective measures in the interest of improving conditions are frequently handled informally with the railroad company's representatives at the time of inspections, thereby eliminating numerous hazards in less time than is required when a formal case is filed. Some of these inspections are made in instances when the question involved is a matter of a formal case before the Commission. In all instances, a full report of all inspections is made.

#### Water and Gas Utilities

The public utilities operating water service systems have continued to expand and render adequate service. There have been no shortages of service due to lack of water at the source. These utilities have found it necessary to continue in the enlargement of their plants and facilities at the sources of supply as well as to extend and enlarge their distribution systems. There have been no difficult problems which the owners of the systems could not efficiently overcome. Due to the long continued drought and hot season some of the water utilities find it necessary to make

enlargements in both the treating plants and distribution systems.

This department has continued to make inventories and cost studies of water properties for submitting to the Commission information to be used in the determination of the original cost of the properties, and for fixing allowances for charges to depreciation reserve.

The solution of some of the problems relative to the utilities of the state continue to be difficult to complete. There has been a growing demand and need for both present and prospective customers for gas service. The cause of this lack of adequate service has in the first instances been due to the continual increase in the load carried by the interstate pipe lines bringing natural gas into Missouri. Some of them pass through the state and supply gas in other states beyond Missouri. The owners of the interstate pipe lines are continually extending and enlarging their systems but the call for the service outruns the expansion programs. Except under extreme weather conditions the major pipe lines in the state are now able to supply gas to the distributing systems for use of the domestic customers now connected, but they are yet inadequate to supply the full requirement needs of the distribution systems served by them.

Another cause for concern in connection with the furnishing of an adequate supply of gas has been the lower cost of natural gas for space heating in comparison with the costs resulting from the use of any other kind of fuel. The cost of coal and oil used

for fuel have continually increased since 1940. Manufactured gas systems have been converted for use of natural gas. The cost of gas is now low enough that for space heating the cost of the use of gas is below the cost of space heating by use of coal or oil. That, in addition to the convenience found in the use of natural gas compared to the use of coal or oil, has and is leading the public to demand more and more gas for general use and space heating.

Certificates of convenience and necessity have been granted for the construction and operation of gas lines and distribution systems to and in additional cities in the state. It is anticipated that extension of the service to other cities and towns will be made in the near future.

The Department attempts to keep informed concerning the expansion of these facilities. It makes studies of the original cost of the properties and the requirements for depreciation allowance in order to assist the Commission in finding values of the properties and fixing the rates for service.

#### Telephone and Telegraph

As with the other utilities, the telephone utilities throughout the state have found themselves facing the problem of rendering telephone service to continuing increased numbers of customers through facilities that were constructed largely before the War. During the War they were restricted in most part to the construction and operation of their facilities to users of the

service engaged in the war effort. Following the War the relocation of the public apparently continues to be in the urban areas, but even so, telephone companies serving small cities have found themselves with severely inadequate facilities for rendering service. For a time these utilities were able to expand by downgrading service, changing direct customers lines to serve two, three, and four customers, thereby providing additional service, but that has failed to meet the demand for increased service.

Utilities have been urged to provide facilities and they have made great efforts to get materials for expansion to render service but that is yet short of the present needs. It is necessary to handle many complaints from persons throughout the state who desire and need telephone service but are unable to obtain it. Every effort is being made to assist in carrying on this expansion program but time and materials will be required to bring the service back to normal or up to present demand. Considerable effort has been made to get the telephone companies to extend the service more and more into rural areas. The companies have responded substantially to this demand for service but there is much yet to be done.

The Department has been making original cost studies of many of the telephone systems throughout the state and made many inspections of systems for the purpose of informing the Commission relative to the condition of the plants through which service has been furnished. These surveys have been required particularly

because of requests for increase in rates. The telephone companies have filed many application with the Commission to increase rates. Several applications have been vigorously opposed by customers and cities because of unsatisfactory service. In some instances the Commission has refused to allow increases owing to the unsatisfactory service or has allowed increases sufficient only to meet increases in wages to employees who have the work of maintaining and operating the exchanges throughout the state.

It has been found that where utilities have given first class telephone service the public has not so seriously objected to the increases in rates required to meet the operating expenses. Particularly is this true where it is found that the employees of the telephone systems have been given increases in wages. It continues to be very apparent that the public is willing to pay for high class service when furnished through a well maintained and economically operated exchange.

Many schedules containing rates, rules and regulations relating to the various services rendered throughout the state were filed by the various utilities. These were studied and checked by the Department before allowing them to become effective.

#### Electrical and Steam Heating

The work in this department includes the preparation of appraisal reports, depreciation studies, allocation of jointly used facilities, determination of property not used in public service and analyzing and preparing original cost studies.

The work of the electrical division covers:

(a) The keeping of accurate statistical records of all privately owned electric and steam heating utilities under the jurisdiction of the Commission.

(b) Adjustment of complaints involving electric and steam heating service.

(c) General inspection of equipment and service meters and supervision of construction practices with respect to public safety.

(d) General supervision of the quality of equipment and service of electric and steam heat utilities insofar as the public interest, public health and safety of the public and employees are concerned.

(e) Attending hearings, offering testimony and making investigations when necessary, in matters before the Commission involving certificates of convenience and necessity for construction of electric transmission lines, inductive interference controversies, sales and purchases of utilities, and other formal matters before the Commission relating to construction and safety standards, adequacy and extensions of utility service and the charges for such service.

(f) Making studies and surveys of the conditions surrounding the extensions of electric lines in order that service may be extended to rural areas throughout the state. This work has required particular attention concerning the type and safety of the



line that may be adequate for rendering good service, but at the same time encouraging the construction by the use of that type of line that can be constructed at the lowest cost.

(g) Assistance in the preparation of reports and orders involving engineering problems.

(h) Introduction of testimony and assistance in examination of witnesses in all matters of utility valuation work and other engineering problems.

During the period of this report certificates of convenience and necessity were granted utilities by the Commission for the construction and operation of added facilities for extending electric service into new areas or to operate under new franchises. The department also assisted in the processing of cases relating to rates, service complaints, purchases, sales abandonment of facilities and original cost studies.

#### General

In formal cases coming before the Commission relative to problems with the foregoing utilities, it is the duty of the Department to have a staff member present at hearings before the Commission to assist in every way possible.

In the department handling matters relating to rates and services of the various utilities there were written and handled between two and three thousand letters. Many conferences were held. This phase of the work is handled informally by the department with the public and disposed of without having to be made

a formal matter.

The department work also covers the following matters:

The keeping of an accurate record of the rates charged by all public or privately owned utilities furnishing electric, gas, water, telephone and steam heating service.

The staff handles correspondence relative to those matters and to matters relating to complaints both as to rates that should be charged for the service or unsatisfactory service. When called upon, investigation is made of the equipment, manner used in rendering service and the testing of meters through which the service is measured. The quality of the service furnished by utilities and the safety of the public in the construction, operation and maintenance are matters which are studied and investigated by the Engineering Department.

New tariffs pertaining to rates and rules of the utilities were filed and processed by the Commission staff during the period covered by this report.

## TRANSPORTATION RATE DEPARTMENT

### Personnel

The personnel of the Transportation Rate Department consists of the chief rate expert, three rate experts, one service inspector, and two senior stenographers. There was no change in personnel during the past year.

### Duties

This department has general supervision of the Commission's activities in administering the law providing for regulation of rates and fares of railroads, trucks, buses, street railways, express companies and sleeping car companies. It also handles informal complaints lodged against transportation service. The department also renders assistance in the processing of motor carrier applications for new authority and transfers, clarifications, or consolidations of intrastate operating authority.

The department examines into the reasonableness of proposed changes in rates and fares of transportation agencies doing an intrastate business in Missouri. It maintains authoritative operating records for these carriers and also for carriers engaged in interstate commerce to and from points in Missouri. The department renders general assistance to these carriers and the public in connection with interstate and intrastate rate problems and annually handles hundreds of complaints pertaining to rates and service. For the most part the complaints are handled in an informal manner but some are resolved only after formal hearings.

During the past year, a total of 3,966 tariff schedules naming Missouri intrastate rates, fares, charges, rules and regulations pertaining to the carriage of persons or property were filed with the Commission. Each of these tariff schedules is examined to determine whether its provisions are reasonable and comply with the Commission's prescribed rules of publication. During the year 14 tariffs were rejected because they did not comply with statutory requirements. In three instances rates published by transportation agencies were suspended from becoming effective pending investigation and hearing as to their propriety. In many cases the department required corrective action to be taken before permitting rates to become effective. The department maintains a constant and exceedingly heavy volume of correspondence with individual carriers and their tariff publishing agents in obtaining correction of objectionable matter in tariff publications.

In addition to maintenance of the official file of all tariffs naming Missouri intrastate rates and charges for the transportation of persons or property, the department maintains an extensive file of interstate tariffs of different transportation agencies. These schedules are used by the department for rate comparative purposes and are open to and used by other state governmental agencies and the public at large.

Since March 1, 1952, this department has maintained the Commission's file of bus time schedules and has been charged with the responsibility of seeing that time schedule changes are given

proper notice and otherwise comply with Commission requirements. Since March, 68 new time schedules have been filed and approved.

During the period covered by this report the department prepared 187 Special Authorities in response to applications received from carriers seeking authority to establish new time schedules or rates, charges, rules or other tariff provisions on less than statutory notice, or seeking relief from certain provisions of the Commission's tariff or time schedule rules, because of emergency situations. The department also prepared 60 proposed reports and orders which were submitted to the Commission for its consideration and eventual issuance.

The department is represented at all formal hearings before the Commission when rates, charges and services of transportation agencies are involved and assists the Commission in obtaining the facts necessary for orderly and proper determination of the issues. The rate department also participates, on behalf of the Commission, in certain interstate proceedings involving rates from, to and between points in Missouri. It accumulates and compiles the essential statistics of Missouri intrastate railroad and motor carrier operations and receives and analyzes various statistics prepared by other state commissions and the Interstate Commerce Commission to keep informed of transportation conditions in surrounding states, various rate territories and the United States as a whole.

The department renders assistance in the restating of

bus and truck operating authorities to eliminate ambiguity, simplify the Commission's records and facilitate publication of tariff schedules covering such authorities. During the period covered by this report 57 such restatements of authority were made at the time such authorities were transferred. During the year the department restated and clarified by use of specific limits the irregular route authorities of four motor carriers authorized to serve the "contiguous trade territory" of certain towns.

The department has also continued its program of "compliance surveys" of motor carriers. "Compliance survey" is the term we use to describe our personal contacts with motor carriers throughout the state by which we are frequently able to offer suggestions and advice for better compliance with the statutes and requirements of the Commission. During the period of this report the department made 37 compliance surveys, 12 of which were made jointly with representatives of the Interstate Commerce Commission.

The department also cooperated with the Legal Department, Bus and Truck Department and the State Highway Patrol in road checks and the investigation of numerous complaints as to unlawful transportation activities.

#### Interstate Rate Levels

There was no further general increase in interstate rail freight rates during the period of this report. While there have been some further increases in operating costs, there is some indication that the upward trend has leveled off somewhat.

The railroads have been able to absorb such increases as have occurred by effecting economies in their operations and by improving their operating efficiency. The most recent freight rate increase was that granted by the Interstate Commerce Commission in its decision of April 11, 1952, in Ex Parte No. 175--Increased Freight Rates and Charges, 1952. In that case the railroads were permitted to increase their freight charges by 15 percent for a period ending February 28, 1954. The increase was to be applied as a surcharge rather than added into the rate structure.

By petition dated March 27, 1953, the nation's railroads asked the Interstate Commerce Commission to modify its order of April 11, 1952, in Ex Parte 175, to eliminate the expiration date of February 28, 1954, and permit them to make the 15 percent increase a permanent part of their rate structure. Hearings on the proposal commenced June 15, 1953, and have not been completed.

The cumulative effect of the post war general freight rate increases varies from 79 percent in some parts of the country west of the Mississippi River to 106 percent in the East. As a general proposition it may be said that the increases in the East have been greater because the Eastern lines were operating on somewhat lower rate levels and were not faring so well financially as the Western lines.

For the past five years the basic coach fares of the railroads west of the Mississippi have been based on 2.5 cents a mile and the parlor and sleeping car fares have been based on

3.5 cents a mile. In its decision of April 6, 1953, in Docket No. 31,050, Southern Pacific-Missouri Pacific--Increased Passenger Fares, the Interstate Commerce Commission granted the petition of a number of western railroads for a 10 percent increase in passenger fares. The increase was sought to lessen the passenger service deficit experienced each year since the termination of World War II. The applicants included the Missouri Pacific Railroad and the St. Louis-Southwestern Railway Company, both of which have operations within the State of Missouri. For these lines the basic coach fare was increased to 2.75 cents a mile and the parlor and sleeping car fare was increased to 3.85 cents a mile. The increased fares became effective for interstate passengers on May 10, 1953.

There were no increases in express rates during the past year, the latest such increase having been made effective February 28, 1952, when the express charges were increased by 6 cents a shipment. Since the early part of 1939 express rates have been increased by about 85 percent. For the most part the increased charges have been more than offset by increased operating costs, and the railroads, which receive as express privilege payments all express revenue over and above the operating costs of the express company, have not benefited from the increased express charges.

On January 30, 1953, the Railway Express Agency, Inc., filed with the Interstate Commerce Commission a petition for a general increase in rates averaging 23.5 percent. The Agency



stated that the petition was filed "pursuant to a determination to place its operations on a self-sustaining basis" and that "heretofore express rates and charges have not been designed to cover wholly the costs to the railroads of handling express shipments and that the failure to take such costs fully into account has for many years contributed to the heavy rail passenger deficit". Extensive hearings have been held on the petition but no decision has been rendered.

During the past year there were a number of increases in interstate truck rates in this territory. Interstate truck rates are on many different levels. Between points in Missouri and out-of-state border points truck operators maintain the same scale of rates as prescribed by this Commission within Missouri. This scale of rates was increased by 20 percent on less truckload shipments and 12 percent on truckload traffic effective September 13, 1952, to conform to rates prescribed by this Commission effective July 15, 1952. On other traffic the interstate truck rates are approximately the same or slightly higher than rail rates. Increases in interstate truck rates since World War II have approximated those of the railroads.

There was no general increase in interstate bus fares in this territory during the year.

#### Intrastate Rate Levels

At the time of our last report the Commission had not issued a final decision on the railroads' petition for a 15

percent increase in intrastate freight rates filed May 17, 1952. After hearing on that petition the Commission issued its order on September 5, 1952, in Case No. 12,141, granting the carriers' petition, except that the increase on coal, sand and gravel, and crude fire clay was limited to 6 percent. These increases were in lieu of the temporary general increases of 6 percent authorized by order of February 1, 1952, pending a final determination of the railroads' request for a 15 percent increase. As was the case with the interstate authorization, the authority to maintain the increased rates was to expire February 28, 1954. The increase was not to be made a part of the rate structure but was to be applied in the nature of a surcharge.

By petition filed June 20, 1953, Missouri railroads sought authority to make the 15 percent increase authorized by order of September 5, 1952, in Case No. 12,141, a permanent part of their rate structure. A hearing has not been set on the petition.

A decision has not yet been issued on the petition filed with the Interstate Commerce Commission on February 15, 1952, in which the Missouri railroads alleged that the failure of this Commission to authorize identical increases on intrastate rates as authorized by the Interstate Commerce Commission in the various general increase cases was causing a burden on interstate commerce and requested the Federal Commission to take jurisdiction over and prescribe intrastate rates within Missouri. The reason for the

present difference in intrastate and interstate rates is that the Interstate Commerce Commission has authorized higher increases in some rate territories than in others. The State of Missouri is divided by three of the major rate territories and the consequence has been that the northern half of the state has been subjected to greater increases in interstate freight rates than has the southern half of the state. In its orders, this Commission has attempted to treat each section of the state alike, which has resulted in some difference in intrastate and interstate rates. The railroads' petition was heard by an Interstate Commerce Commission examiner in Jefferson City on June 17, 18, 19, 1952. Briefs were prepared and filed October 7, 1952. The examiner's proposed report, received May 11, 1953, found against the Missouri Commission and Exceptions to the proposed report were prepared and filed June 30, 1953. This department has cooperated with the legal department in all of the various phases of the proceeding, and has spent much time in the preparation and presentation of the State's case.

There was no increase in intrastate express rates during the past year. Previous increases in interstate express rates have been followed quite closely by equal increases in intrastate express rates and it is quite probable if the Interstate Commerce Commission grants further increases in express rates, as a result of the petition now pending before it, that the Express Agency will seek corresponding increases on intrastate traffic.

There were no general increases in intrastate intercity

bus fares since our last report. Present fares up to 50 miles are on the basis of 2.5 cents a mile, 51 to 100 miles are 2.4 cents a mile, 101 to 200 miles are 2.3 cents a mile, and over 200 miles fares are on the basis of 2.2 cents a mile. The minimum fare of the principal intercity bus lines is 25 cents.

By order dated June 12, 1952, in Case No. T-10,371, the Commission prescribed a new scale of truck rates identical to the rates prescribed in Docket 28,300 by Interstate Commerce Commission for application by the railroads throughout that part of the United States east of the Rocky Mountains. The prescribed scale of class rates resulted in an average increase of approximately 20 percent in less truckload rates and approximately 12 percent in truckload rates. The increased rates were made effective July 15, 1952, and continued in effect during the remainder of the fiscal year.

By petition filed March 10, 1953, a number of motor carriers sought authority to further increase their rates and charges by 20 percent and increase their minimum charge per shipment from \$1.50 to \$2.00 on shipments moving over 75 miles. While a hearing on the carriers' petition has been held, a decision has not been rendered. The proceeding was somewhat unusual in that a number of smaller carriers objected to any further increase in their rates, claiming that the present rates are as high as the traffic will bear.

## Transit Fares

Patronage of the transit companies continued to decline throughout the past year and operating expenses continued upward. These are becoming increasingly serious problems for the transit industry and increased fares do not seem to have any prolonged effect in solving the problems. In fact, increased fares seem only to aggravate the decline in transit riding although each fare increase authorized by the Commission has resulted in increasing the operating revenue of the company involved.

On July 1, 1952, the fare structure in the St. Louis Public Service Company included an adult cash fare of 17 cents, three tokens for 50 cents and a 65-cent weekly permit card good for unlimited riding on payment of 10 cents a ride. The children's fare was 7 cents. The express bus fares were 3 cents over those charged for local service. A 5-cent zone fare was collected from passengers passing a zone point near the outer ends of the transit company's three longest routes. However, at that time there was pending before the Commission an application of the company seeking to establish increased fares designed to increase its revenues by \$2,255,000 annually. The amount sought was to cover increases in wage rates and other expenses, as well as to improve its rate of return. After hearing the Commission issued its order of November 7, 1952, in Case No. 12,351, authorizing increased fares estimated to increase revenues by \$1,278,000 annually, the approximate amount of wage increases granted in the spring of 1952. The

authorized fare structure which was made effective November 16, 1952, included an adult cash fare of 20 cents, 5 tokens for 90 cents, and a children's fare of 10 cents. No change was made in the fare of the weekly permit rider and the differential between local and express fares remained at 3 cents.

There were no changes in the fare structure of the Kansas City Public Service Company during the period of this report. Since February 10, 1952, the Kansas City fare structure has included an adult cash fare of 20 cents, 4 tokens for 75 cents, and a weekly permit card selling for \$1.25, which is good for unlimited riding upon payment of 5 cents a ride.

During the year the transit companies in St. Louis and Kansas City have tried a number of promotional experiments both as to fares and service with the view of promoting transit rides and bolstering their revenues while at the same time creating good will for their companies. Although the experiments generally have had only a limited financial success, they undoubtedly have added to the good will of the companies and improved public relations.

Decreased patronage and increased operating costs were also given as the reasons for an increase in transit fares in St. Joseph. By schedules effective December 26, 1952, the St. Joseph Light, Heat and Power Company, which operates the transit service in St. Joseph, increased its adult cash fare from 10 cents to 15 cents, and tokens formerly selling at 8 for 75 cents were increased to 5 for 60 cents. No change was made in the 5-cent children's

fare. As an incentive for regular riders, the company established as a part of its new fare structure an adult weekly permit card selling for 90 cents and good for unlimited riding upon payment of 5 cents a ride.

### Railroad Mileage

There were no rail line abandonments during the year. In fact; main line trackage of the Class I railroads has increased by 47.44 miles since December 31, 1951, due to the completion of the cut-off on the line of the C. B. & Q. Railroad between Missouri City and a point near Tina. However, there was some decrease in switching and other than main track mileage, because of track relocation, elimination of spurs, etc., so that the net gain in Class I railroad track mileage during the year was 40.41 miles.

While a comparison of this report with our report for last year would indicate a substantial increase in street railway mileage, actually there has been a slight decrease in the total mileage. Last year we inadvertently reported only the main line tracks of the Kansas City Public Service Company, while the mileage hereinafter reported includes other than main line tracks. Since December 31, 1951, the main line tracks of the Kansas City Public Service Company have been increased by 3.21 miles. In the same period there was a net reduction of 3.40 miles of track of the St. Louis Public Service Company.

Since December 31, 1951, trackage of the St. Francois County Railroad Company has been increased by 2.06 miles. Minor

changes have also been made in trackage of the Hannibal Connecting Railroad Company, St. Joseph Terminal Railroad Company, St. Joseph Union Depot Company and Union Terminal Railway Company.

The following tables show the miles of railroad in Missouri, as of December 31, 1952, for Class I railroads, street railways, small railroads, and switching and terminal companies.



**MILEAGE OF SMALL RAILROADS AND SWITCHING AND TERMINAL  
COMPANIES OPERATED IN MISSOURI AS OF DECEMBER 31, 1952.**

MILES OF ROAD  
OPERATED

**SMALL ROADS (Steam):**

Bevier & Southern Railroad Co. . . . .	14.83
* Cassville & Exeter Railway Co. . . . .	4.70
Hannibal Connecting R. R. Co. . . . .	7.40
Kansas City Connecting R. R. Co. . . . .	4.73
Missouri & Illinois Bridge & Belt R.R. Co. . . . .	3.48
* Rockport, Langdon & Northern Ry. Co. . . . .	6.18
St. Louis & Troy Railroad Co. . . . .	5.95
Total . . . . .	<u>47.27</u>

**SMALL ROADS (Other than Steam):**

The Joplin & Pittsburg Railroad Co. (Diesel) . . . . .	7.63
St. Francois County Railroad Co. (Diesel). . . . .	9.74
Total . . . . .	<u>17.37</u>

**SWITCHING & TERMINAL COMPANIES:**

Hannibal Union Depot Co. . . . .	.81
Joplin Union Depot Co. . . . .	5.49
Kansas City Terminal Railway Co. . . . .	111.38
Manufacturers Railway Co. . . . .	28.50
* Rock Island-Frisco Terminal Railway Co. . . . .	2.45
St. Joseph Belt Railway Co. . . . .	18.78
St. Joseph Terminal Railroad Co. . . . .	14.06
St. Joseph Union Depot Co. . . . .	2.05
Terminal Railroad Association of St. Louis . . . . .	164.69
Union Terminal Railway Co. . . . .	23.47
Total . . . . .	<u>371.68</u>

\* Not operating

MILEAGE OF ROAD AND TRACKAGE OF CLASS I RAILROADS  
OPERATED IN MISSOURI AS OF DECEMBER 31, 1952.

RAILROAD	MAIN LINE TRACKS	SECOND MAIN TRACKS	OTHER MAIN TRACKS	PASSING TRACK CROSS- OVERS, TURNOUTS	WAY SWITCH- ING TRACKS	YARD SWITCH- ING TRACKS	TOTALS
A.T. & S.F. Ry. Co.	308.17	199.29	26.54	53.60	32.96	40.51	661.07
C.B. & Q. RR. Co.	1359.24	132.85	---	135.84	82.07	254.51	1964.51
C.G.W. Ry. Co.	101.22	3.61	---	10.70	4.66	18.79	138.98
C.M. & St. P. & P. RR. Co.	154.56	56.77	12.45	34.31	16.52	82.20	356.81
C.R.I. & P. RR. Co.	510.22	70.41	27.60	54.99	34.46	98.87	796.55
G.M. & O. RR. Co.	254.01	19.72	9.12	48.10	21.70	29.25	381.90
I. T. RR. Co.	2.72	2.54	---	.66	---	8.50	14.42
K. C. S. Ry. Co.	199.59	10.33	---	38.78	17.34	100.47	366.51
M.-I. RR. Co.	89.04	---	---	6.22	19.73	10.63	125.62
M.-K.-T. RR. Co.	470.22	28.29	---	62.12	49.17	49.40	659.20
Mo. Pac. RR. Co.	1433.67	223.21	3.29	197.60	112.91	429.28	2399.96
St. L.-S.F. Ry. Co.	1444.42	34.21	---	171.51	114.77	277.39	2042.30
St. L.-S.W. Ry. Co.	220.90	25.41	---	22.75	32.40	13.50	314.96
U. P. RR. Co.	2.16	1.54	---	5.96	---	16.16	25.82
WABASH RR. Co.	629.54	81.83	13.31	95.19	79.03	126.87	1025.77
<b>TOTALS</b>	<b>7179.68</b>	<b>890.01</b>	<b>92.31</b>	<b>938.33</b>	<b>617.72</b>	<b>1556.33</b>	<b>11,274.38</b>

MILEAGE OF CITY STREET RAILWAYS IN MISSOURI

KANSAS CITY PUBLIC SERVICE CO.	47.54	38.37	---	5.65	---	7.27	98.83
ST. LOUIS PUBLIC SERVICE CO.	54.35	54.35	---	13.64	---	10.91	133.25
<b>TOTALS</b>	<b>101.89</b>	<b>92.72</b>	<b>---</b>	<b>19.29</b>	<b>---</b>	<b>18.18</b>	<b>232.08</b>

## BUS AND TRUCK DEPARTMENT

The Bus and Truck Department of the Missouri Public Service Commission on June 30, 1953, consisted of a Supervisor, a Chief Clerk, five Clerks and Stenographers, and eight District Inspectors.

This Department was of service to the public on all matters pertaining to problems involving transportation by Common Carriers and Contract Carriers of Persons and Property operating for hire upon the highways of the State of Missouri.

The Office Staff and the Inspection Division maintained the practice of disseminating information to the transportation industry, and to the general public.

The prevention of accidents upon the highways of Missouri will continue to be the main objective of this department. Strict compliance of the "Safety Rules" promulgated by this Commission, is required by all motor carriers coming under their jurisdiction.

The Inspectors of this department are always ready to assist the Patrol and other organizations in their "Safety Programs". The Inspectors are continuously checking vehicles coming under their supervision, to see that they meet all requirements for safe operation. The Bus and Truck Inspectors have checked a number of motor vehicles in their own garage buildings or terminals and correction of any defects were made before the vehicle traveled over the highway. Other inspections and safety checks are made

at the various Weight Stations throughout the State. The Missouri State Highway Patrol has been very cooperative on these road checks and their general over-all enforcement of the Missouri Bus and Truck Law, General Order 33-C, has been very efficient.

Full cooperation has been received by the following State Departments: Missouri State Highway Department, Department of Revenue, State Treasurer's Office, State Auditor's Office, Secretary of State's Office, and the Insurance Department.

Compliance of rules and regulations by regulated carriers was good, and complaints on service rendered by P. S. C. Operators was held to a minimum.

The Missouri Bus and Truck Law was revised and the change was effective July 29, 1952. New booklets designated as the Missouri Bus and Truck Law, General Order 33-C, have been printed and sent to all motor carriers operating under authority of the Missouri Public Service Commission, and to all interested parties. The writer predicted in last year's report, that due to the change in the law, this Department will collect less revenue as compared to previous years collections. However, the State of Missouri will collect a substantial increase in fees on Bus and Truck license plates and this will more than offset any decrease in revenue collected by this Department. In fact, the Highway Department fund should gain by several millions of dollars under this new system of collecting revenue.

The following tabulations show the revenues from carriers for the twelve month period of July 1, 1952, to June 30, 1953:

FEEs

	TRUCK LICENSE	TRUCK EMERGENCY	BUS LICENSE	BUS EMERGENCY
July, 1952	\$ 2,531.75	\$ 19,581.00	\$ 382.50	\$ 139.00
August, 1952	87,175.00	130.00	1,550.00	10.00
September, 1952	18,875.00	20.00	275.00	
October, 1952	16,675.00		525.00	
November, 1952	5,325.00	75.00	200.00	
December, 1952	1,300.00	10.00	25.00	
January, 1953	166,275.00	155.00	17,450.00	
February, 1953	21,825.00	35.00	2,800.00	
March, 1953	17,275.00		800.00	
April, 1953	14,300.00		525.00	
May, 1953	10,925.00		325.00	
June, 1953	9,800.00		1,425.00	
Totals	\$ 372,281.74	\$ 20,006.00	\$ 26,282.50	\$ 149.00

Registration Credit\* given from July 1, 1952, to July 28, 1952, inclusive, by the Bus and Truck Department: (The following credits were allowed carriers as provided by law, incident to the purchase of their license plates from the Motor Vehicle License Unit of the Department of Revenue).

Credit on Truck Fees	\$1,168.76
Credit on Bus Fees	<u>42.50</u>
Total	\$1,211.26

\*Registration Credit was discontinued effective July 29, 1952, due to the Missouri Bus and Truck Law being changed. Since that date, carriers regulated by the Public Service Commission are only required to license their vehicles at a cost of twenty-five dollars (\$25.00) per year per vehicle. Vehicles properly licensed in States having full reciprocity with Missouri are not required to obtain a license from this Commission.

This department will collect less revenue under this new procedure. However, the State of Missouri will gain in revenue collected due to the increase in registration fees on all commercial motor vehicles.

# COMMON CARRIERS -- TRUCK

## Intrastate

Regular Routes	16
Irregular Routes	19
Regular and Irregular Routes	<u>25</u> 60

## Interstate

Regular Routes	7
Irregular Routes	594
Regular and Irregular Routes	<u>21</u> 622

## Intrastate and Interstate

Regular Routes	5
Irregular Routes	71
Regular and Irregular Routes	<u>209</u> 285

Total - 967

# CONTRACT CARRIERS -- TRUCK

## Intrastate

Regular Routes	4
Irregular Routes	36
Regular and Irregular	<u>0</u> 40

Interstate

Regular Routes	15
Irregular Routes	195
Regular and Irregular Routes	<u>0</u> 210

Intrastate and Interstate

Regular Routes	0
Irregular Routes	35
Regular and Irregular Routes	<u>4</u> 39

Total - 289

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COMMON CARRIERS -- BUS

Intrastate

Regular Routes	34
Irregular Routes	4
Regular and Irregular Routes	<u>7</u> 45

Interstate

Regular Routes	7
Irregular Routes	26
Regular and Irregular Routes	<u>9</u> 42

Intrastate and Interstate

Regular Routes	3
Irregular Routes	2
Regular and Irregular Routes	<u>16</u> 21

Total - 108



# CONTRACT CARRIERS -- BUS

## Intrastate

Regular Routes	1
Irregular Routes	0
Regular and Irregular Routes	<u>0</u>
	1
	Total - 1